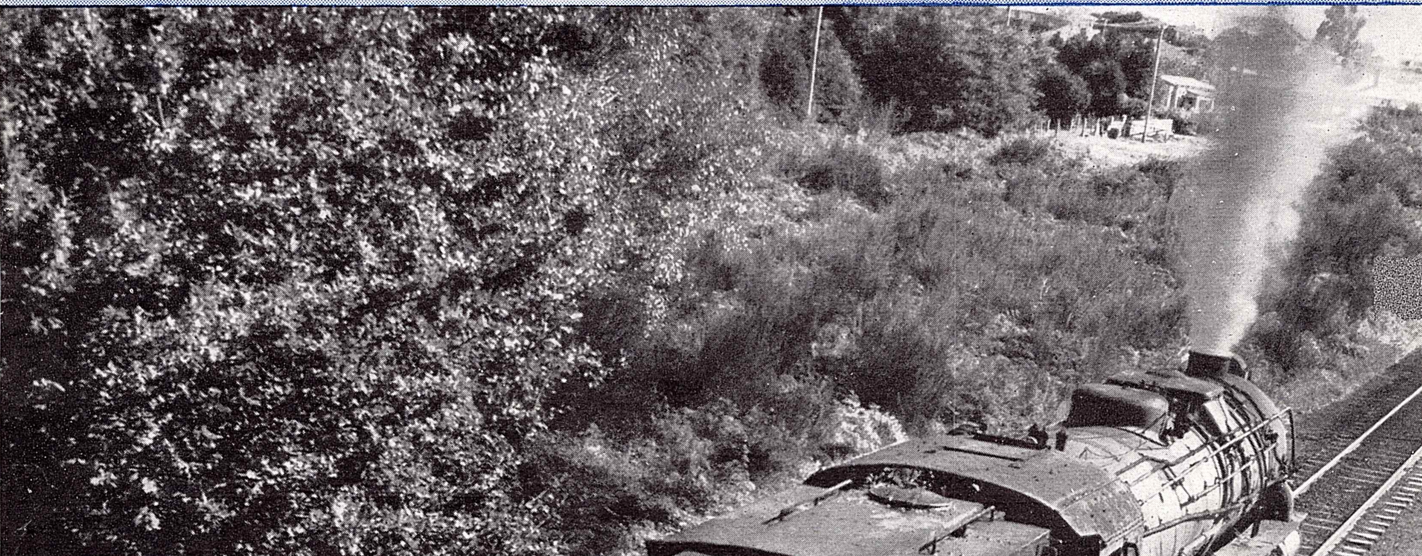
NEW ZEALAND RAILWAYS

# Staff Bulletin

VOL. 6 NO. 6 GENERAL MANAGER'S OFFICE, WELLINGTON NOV - DEC 1957



***IN THIS ISSUE:*** Laying of Foundation Stone, Christchurch New Station (page 88).

## FROM HERE AND THERE

# AROUND THE RAILWAYS

The new "Vs" class all-steel insulated wagons for frozen-meat traffic, 100 of which are under construction in Australia and 100 in Britain for New Zealand Railways, will have roller-bearing bogies that are being made in New Zealand railway workshops. Because this feature will make them very free-running vehicles, special care will be needed in their handling during shunting operations. The first of the Australian-built wagons is expected to enter service early in 1958 ●

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The latest addition to the long list of diesel railcar services in New Zealand was a service from Whangarei to Auckland and back daily from Monday to Friday. Introduced on 4 November, the railcar leaves Mair station at Whangarei at 6.45 a.m., reaches Auckland at 12.6 p.m., and returns leaving Auckland at 4.55 p.m. The railcar calls at all stations between Whangarei and Helensville. On Fridays the service from Auckland is extended through to Okaihau ●

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Completion of double line through Tuakau station yard on 6 October closed the last gap in double-line working between Auckland and Mercer. The main line south from Auckland has now been duplicated as far as the Whangamarino Stream, a distance of 46 miles (measured via Orakei). This is easily the longest unbroken stretch of double line in New Zealand. Work is now proceeding on extension of double line northward from Ohinewai to a point about 2½ miles north of Te Kauwhata ●

Mr A. T. Gandell, General Manager, left New Zealand for Melbourne on 24 November to attend a Commissioners' Conference of Australian and New Zealand railway systems. Although the eight separate railways represented at the conference vary considerably in milage, gauge, and volume of traffic, there were many matters of management and operational interest to be discussed.

The Chairman of the Victorian Government Railways was to preside at the conference and the agenda was to include an exchange of views on the continued development of diesel locomotive and railcar operation, the mechanical handling of goods, the trends in rail and road transport, and general matters pertaining to railway operation ●

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New wagons placed in traffic between 1 April and 9 November comprised 25 "H", 20 "J", 266 "Lc", and 25 "Xc" in the North Island, and 5 "H", 51 "Xc", and 15 "Z" in the South Island ●

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The 30 "Da" class diesel-electric locomotives in use between April 1956 and March 1957 averaged more than 60,000 miles each for the year. This represented an average of 200 miles per day in use ●

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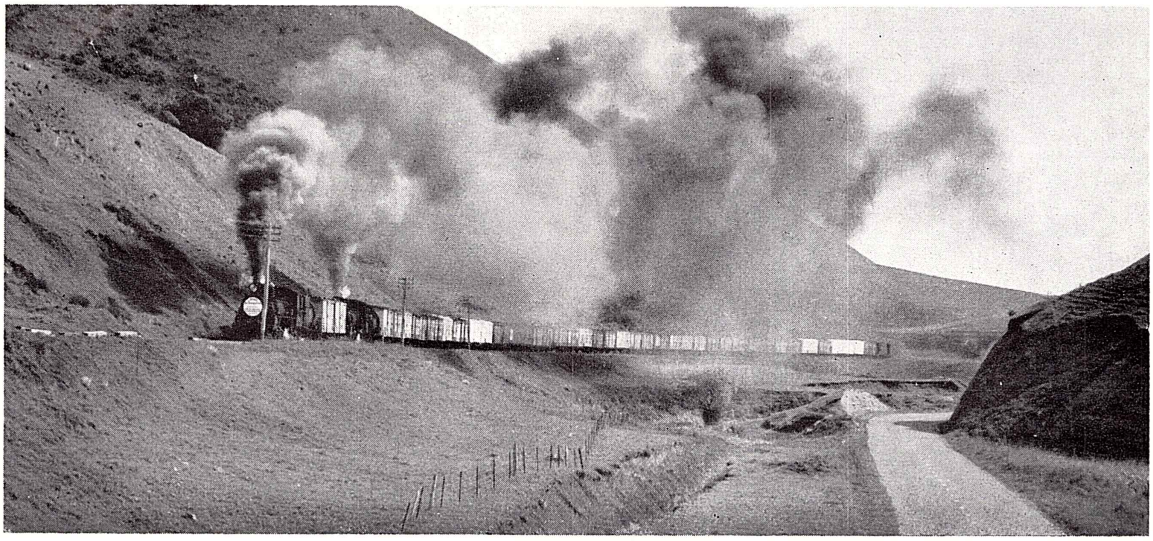
All ten of the main-line diesel-electric locomotives supplied by Clyde Engineering, New South Wales, were in service by September. With 30 others of the same type built earlier in North America, they are being employed mainly between Auckland and Palmerston North and on the Rotorua line ●

**COVER: "K" 917 digs her toes into the seventy-pound steel as she heads out of Rotorua with the 8.15 a.m. goods train to Frankton.**

*Photograph: D. Cross*

## Seasons Greetings

TO all railway men and women and their families, and to all our readers, we extend greetings and our sincere wishes that all will enjoy a Happy Christmas and that the New Year will bring a full measure of health and happiness for young and old.



# refrigerators by rail

REFRIGERATORS – more than 500 all told – were the sole commodity carried by a special train of 40 "X" and "Xc" box wagons which steamed out of Blenheim on 14 October. The refrigerators had been flown over from Wellington by Bristol Freighter aircraft of the Railways Department's Rail-Air service, and were destined for towns in Otago and Southland.

This special train resulted from a telegram received by Electric Refrigeration N.Z. Ltd., Wellington. Refrigerators were urgently required by the company's branches at Oamaru, Dunedin, Alexandra, Balclutha, Gore, and Invercargill.

The task of transporting the £60,000 consignment was entrusted to the Railways Department, and a week later the refrigerators were being delivered to homes in the South Island.

Writing to the General Manager, Mr J. L. Williams, Managing Director of Electric Refrigeration, said:

"On behalf of our Company, I would like to thank you for the very efficient way your Department handled the special and first-train-ever to transport entirely a complete load of 'Frigidaire' refrigerators from Wellington to our southern branches at Oamaru, Dunedin, Alexandra, Balclutha, Gore, and Invercargill. Within a week of making our decision to purchase a bulk order to load a special train, 44 wagons drawn by two engines left Blenheim station promptly on scheduled time.

"This was a remarkable achievement considering the very short notice and with Paraparaumu airport closed down on account of bad weather for two days during that week.

"I would like to place on record with you our appreciation and sincere thanks to all members of your staff who were connected with this project, those at the despatch end at Wellington, including the Straits Air Freight Express staff, and especially all those at the Blenheim terminal, where Mr Auld and his whole team excelled themselves by their co-operation and efficiency".

Mr I. O. Stace, Manager of General Motors' Frigidaire and Household Appliances Division, wrote to the Commercial Manager as follows:

"Now that our 'Operation Trainload' to the South Island is over, I would like to extend to you the grateful thanks of all members of our Company for the interest taken and the help given by every person in the Railways Department who have helped us to make the above project a *fait accompli*.

"While the weather was not all that it might have been, the whole project appeared to us to go off smoothly and I would like to express our special thanks for the co-operation received from the members of your staff in Blenheim, who perhaps do not have similar trainloads to handle every day" ●

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**ABOVE: Carrying £60,000 worth of refrigerators, the 40-wagon "Frigidaire Special" is seen south of Blenheim on the first stage of its 567-mile run to Invercargill.**

*Photograph: Courtesy General Motors New Zealand Ltd.*

# GOVERNOR-GENERAL HAS NOVEL FISHING LODGE

THE two North Island Vice-Regal railway coaches provided the Governor-General, Lord Cobham, with a novel and comfortable holiday home for two weeks in November. Together with Lady Cobham, His Excellency spent much of his holiday in the Waimarino-Taupo district fishing the splendid trout streams for which the area is famed.

During this period the two coaches stood in a secluded part of the Waiouru Military Camp siding, serving as a base to which Lord and Lady Cobham returned each evening from their fishing excursions.

The Vice-Regal saloon, which was used by Her Majesty the Queen during the 1953–54 Royal tour, contains a comfortable lounge, two staterooms, two smaller cabins, and a shower room. The second coach contains the dining saloon, kitchen, and staff quarters.

Polished to perfection, the Vice-Regal coaches left Wellington on Friday 15 November, attached to the rear of the Auckland Express. On arrival at Wellington railway station by car from Government House, His Excellency was escorted to the train by the General Manager, Mr A. T. Gandell, and the Chief Stationmaster, Mr K. V. N. Durney ●

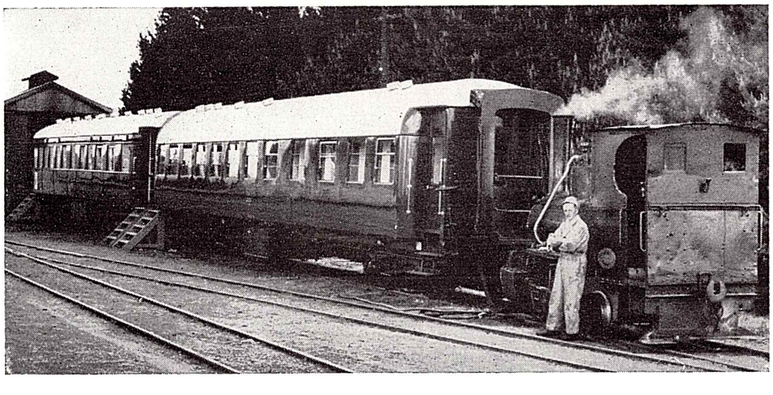
**LEFT, FROM TOP:**

**Lord and Lady Cobham are greeted by Mr K. V. N. Durney, Chief Stationmaster, on arrival at Wellington railway station.**

**His Excellency says goodbye to his children before boarding the Vice-Regal coach.**

**The General Manager, Mr A. T. Gandell, and the Chief Stationmaster, Mr Durney, chat to Lord Cobham before departure time.**

*N.Z.R. Publicity Photographs.*



**The two Vice-Regal coaches stand in a siding at Waiouru military camp, with the Army Department's diminutive shunting locomotive supplying steam for heating purposes.**

*Photograph: Courtesy* Evening Post.

# *New Diesel Shunting Locomotives*

## BRITISH COMPANY AWARDED IMPORTANT CONTRACT

OBSOLETE steam locomotives at present used for heavy shunting at important North Island railway yards such as Auckland and Frankton are to be replaced by a new type of diesel-electric locomotive especially designed for such work.

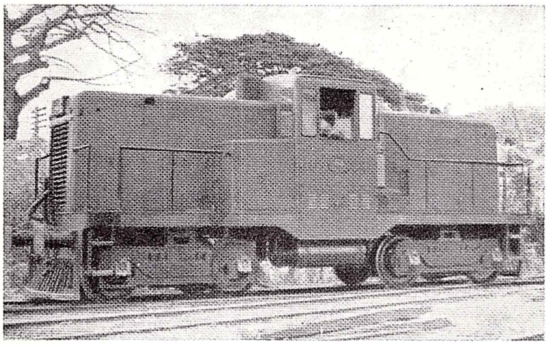
Tenders for the supply of these locomotives were invited from manufacturers throughout the world, and in June last a contract for eighteen 400 h.p. locomotives and spare components was awarded to the British Thomson-Houston Company, of Rugby, England. The landed cost of the 18 locomotives will be just over £600,000.

The new locomotives will be of the bogie type, with a central cab providing excellent visibility in both directions of travel. These will be the first diesel locomotives in New Zealand to have a central, or "steeple", cab. Such locomotives are, however, extensively used elsewhere for shunting and general purpose duties, particularly in the United States and Europe.

Each locomotive will be powered by two 200 h.p., six-cylinder Rolls-Royce diesel engines coupled to B.T.H. generators supplying current to four B.T.H. traction motors, mounted one on each axle. The wheels will have a diameter of 3 ft. 1 in.

In working order each locomotive will weigh approximately 40 tons, giving an axle-loading sufficiently light to permit operation on most wharves.

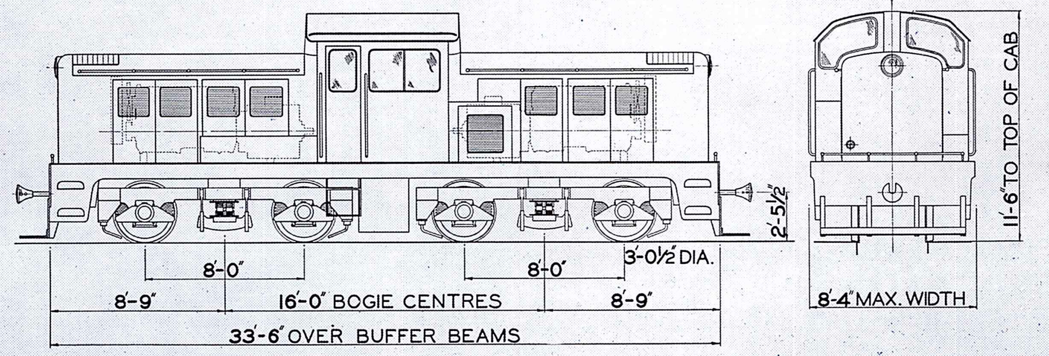
The locomotives are to be capable of exerting a starting tractive effort of 22,000 lb., and of maintaining a continuous tractive effort of 10,000 lb. at a speed of 10 m.p.h. The maximum road speed, 40 m.p.h., will enable them to be employed, if required, for main-line haulage, including light suburban trains and goods transfer services in metropolitan areas.



**A typical American-built 400 h.p. shunting locomotive with a centre cab. This particular locomotive operates on the 60-mile British Guiana Government Railways.**

Although the main contract has been awarded to the British Thomson-Houston Company, the mechanical portions of the locomotives will be supplied by the Clayton Equipment Company, of Derby. The contract provides for the first two locomotives to be delivered by the end of 1958, and the whole order is to be fulfilled by February 1960.

The acquisition of these handy-sized locomotives will bring the total number of diesel-electrics owned by the New Zealand Railways to 125. It is interesting to recall that little more than six years ago there was not a single diesel-electric locomotive in New Zealand! ●



**Drawing of the new type of 400 h.p. diesel locomotive to be built for the New Zealand Railways.**

## HISTORIC CHRISTCHURCH STATION IS

# A Link With the Past

THE laying of the foundation stone for the new railway terminal at Christchurch opens a new chapter in the history of the New Zealand Railways, and is a reminder that here, 94 years ago, was born our present extensive railway system.

The first railway train in New Zealand to be hauled by a steam locomotive left Christchurch on 1 December 1863 on its 4¼-mile run to Ferrymead, a port on the Heathcote River. This pioneer railway was laid to a gauge of 5 ft. 3 in., and was the first section of a line intended to link Christchurch with Lyttelton. It was built by the Canterbury Provincial Council, which eventually operated 74 miles of broad-gauge railway as far north as Amberley and as far south as Rakaia.

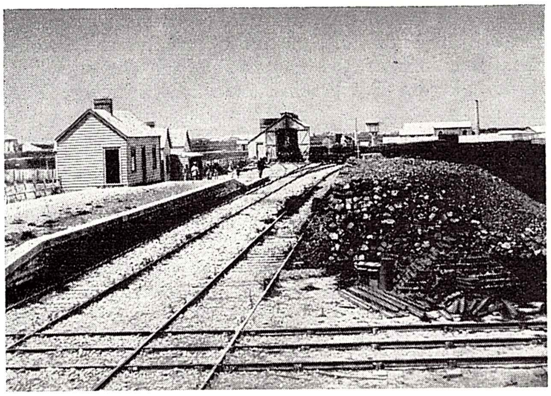
Christchurch's first railway station was situated opposite the end of Madras Street. It was a small wooden building on brick and stone foundations, consisting of a platform, booking office, waiting room, and stationmaster's residence. There were also an engine shed, a carriage shed, and a single-track goods shed.

A two-storey brick building facing the Town Belt (now Moorhouse Avenue), originally used as a customs house and telegraph office, was later used for railway purposes, becoming the Traffic Manager's office.

Although Canterbury continued to build railways to the broad gauge as late as the mid-seventies, the new standard gauge of 3 ft. 6 in. was being used elsewhere, and already the linking of Dunedin and Timaru with Christchurch was within sight.

To permit 3 ft. 6 in. gauge trains to run into Christchurch, the broad gauge on the South line was gradually converted, and in readiness for the inauguration of "through" services to Timaru it was decided to build a new narrow-gauge station. This was situated "some distance north" of the broad-gauge station, near the gas works.

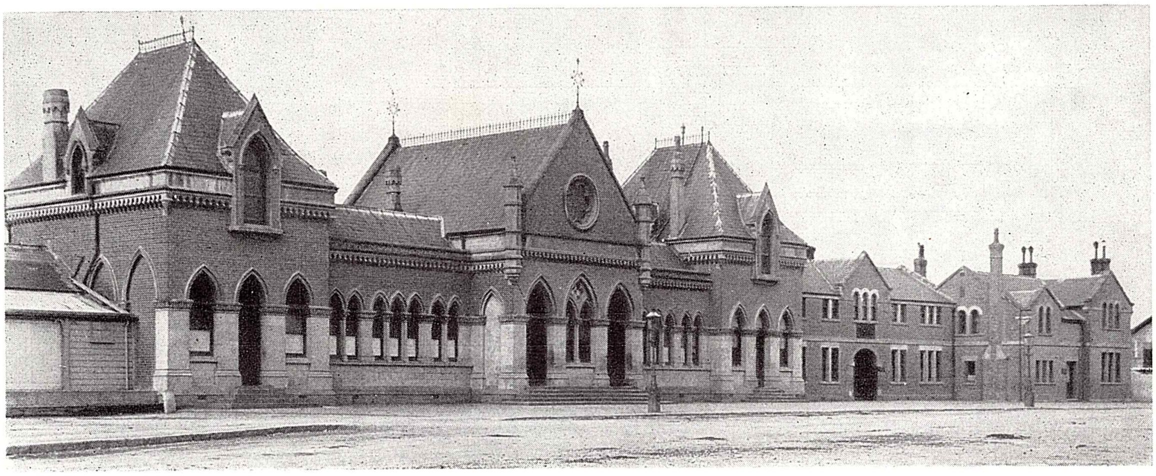
The opening of this new station on 6 March 1876 was not without incident. When the first train to Timaru steamed out of Christchurch, many intending

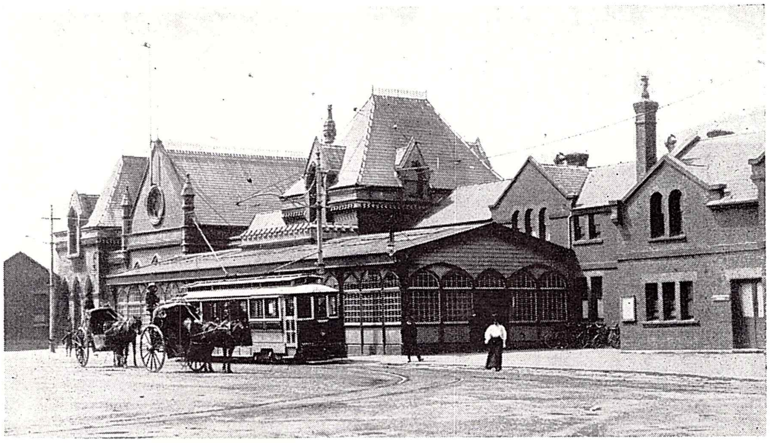


**LEFT: This was the first railway station at Christchurch, as it appeared about 1863 when the line was completed to Ferrymead. The gauge of the railway was 5 ft. 3 in.**

**BELOW: The present Christchurch railway station looked like this when it was completed in 1877. At the extreme right is the old Traffic Manager's office.**

*N.Z.R. Publicity Photographs.*





**Hansom cabs and a new-fangled electric tram await passengers outside the Christchurch station, about 1908. The wooden and glass booking hall had been added two years earlier to cope with passenger traffic to the Christchurch Exhibition.**

*N.Z.R. Publicity Photograph.*

passengers were left behind. They had gone as usual to the old broad-gauge station and were still waiting for the office to open when they saw their train rapidly moving away on another line! Someone had forgotten to tell the public about the change of stations!

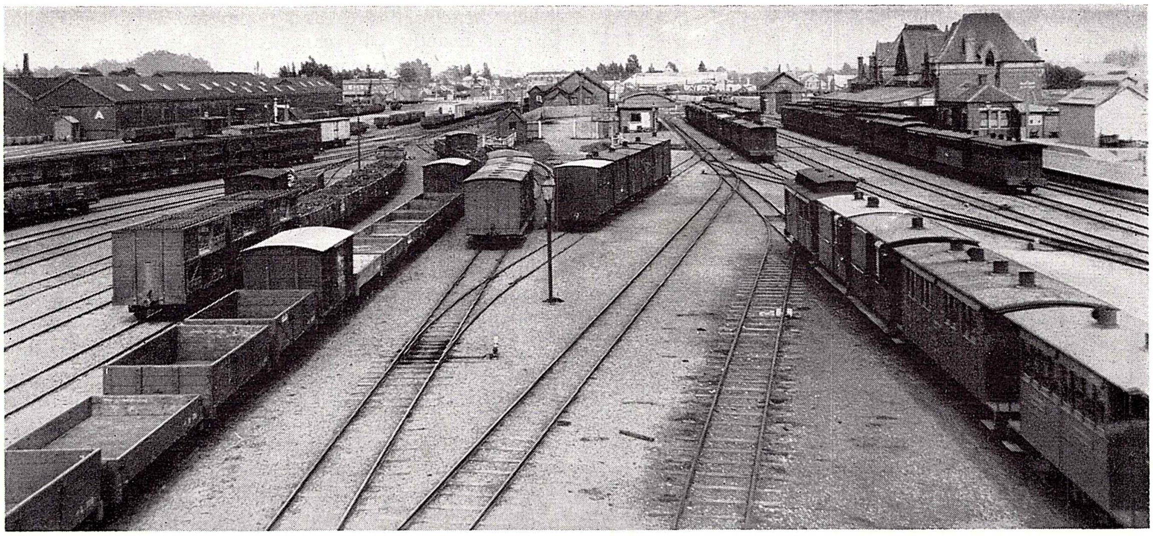
Toward the end of 1876 the Provincial Council decided to build a new narrow-gauge passenger station facing Moorhouse Avenue and adjoining the Traffic Manager's office (the old customs house). The contract was let to one James Tait, who undertook to erect the building for £7,072.

On 23 November 1876 the foundation stone was laid by the Hon. Wm. Rolleston, M.H.R., a former Superintendent of the Province. The ceremony was followed by a champagne luncheon of "a most enjoyable character", and railway employees in the Engineer's and Traffic Manager's offices were given a half-holiday.

The station was opened for traffic on 21 December 1877, the day after the last section of broad-gauge railway in Canterbury had been converted to the 3 ft. 6 in. gauge.

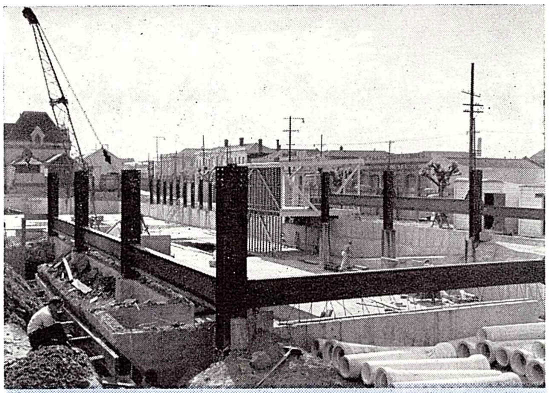
Described as "the most perfect in New Zealand . . . a station of which Christchurch may be proud", the new station was undoubtedly a handsome building for those days. It was of "modern Gothic style", built of red brick with Cass Peak and White Rock stone facings. The architect was Mr J. G. Warner, the Canterbury Provincial Council's railway engineer.

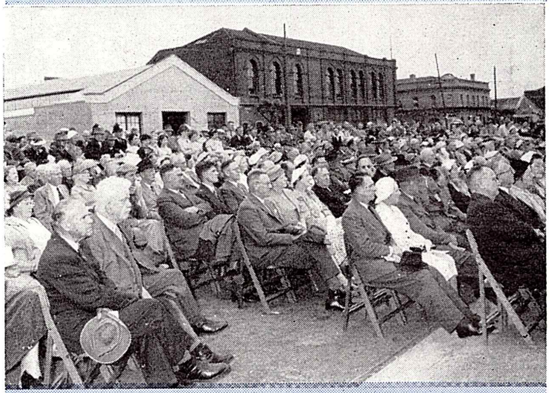
As it stands today, the old Provincial railway station is scarcely a thing of beauty, and is hardly recognisable as the building completed in 1877. Nevertheless, one cannot escape the thought that, when it has been demolished to make way for the handsome new terminal now being built, Christchurch will have lost an interesting if archaic link with her formative years ●



**Christchurch passenger station and goods yard, seen from the Madras Street footbridge, about 1890.**

*Photograph: W. W. Stewart Collection.*



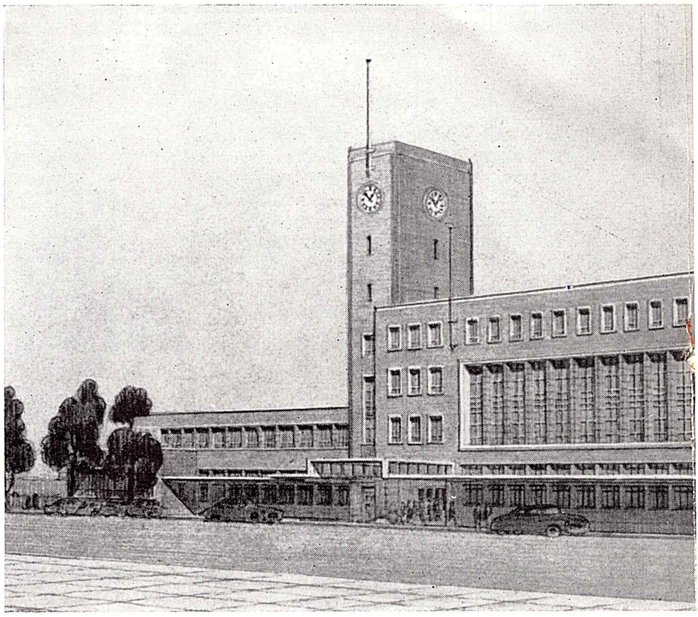


**ABOVE**
**Construction work in progress, Christchurch new railway station.**

**Some of the official guests at the foundation stone ceremony.**

**The dais, showing the foundation stone draped with the Union Jack.**

*N.Z.R. Publicity Photographs.*



# FOUNDATION

## New Railway Stati

"THIS building will be the most beautiful in Christchurch when it is finished," said the Minister of Railways, the Hon. J. K. McAlpine, when he laid the foundation stone of the new railway station at Christchurch on Tuesday, 19 November.

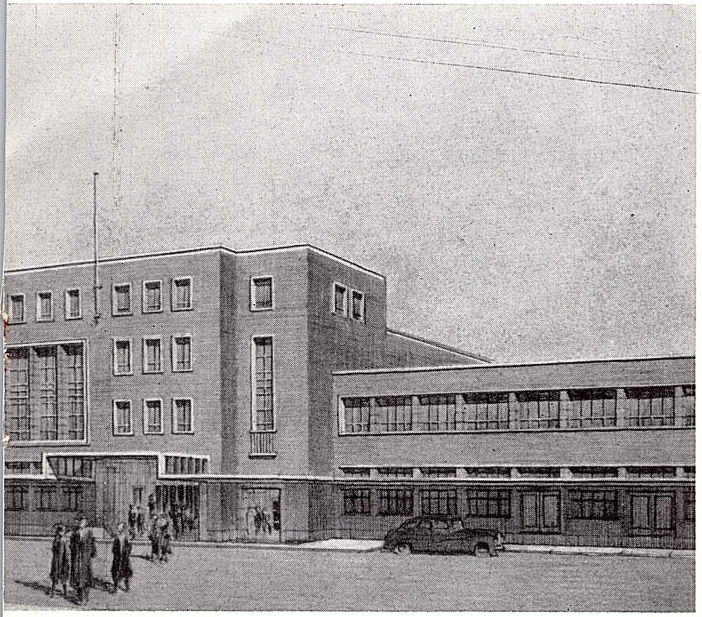
The ceremony, which was attended by some 300 guests and citizens, represented a further step toward the fulfilment of Christchurch's desires and hopes for a modern rail terminal. Almost exactly 81 years had elapsed since the foundation stone for the old station was laid, and for more than half a century there had been agitation for a new and more convenient station.

Several proposals were put forward between 1914 and 1924, but not until 1936, after an exhaustive survey had been made of all requirements, was Cabinet approval given for an extensive reconstruction project estimated to cost £708,000.

When work began in 1938 it was hoped that the new station and its rearranged yard would be ready for use in about three years. However, the outbreak of war in 1939 resulted in serious shortages of construction materials including steel and cement, and the early stages of the project were severely retarded.

Nevertheless, construction continued throughout the war as rapidly as was possible with the men and materials available, and by 1952 many important phases of the work had been completed.

The first stage in the erection of the passenger station itself began in 1952, when the main platform was put in hand. This platform was brought into operation toward the end of 1953, and was used by Queen Elizabeth and the Duke of



# STONE LAID

## on at Christchurch

Edinburgh during their visit to Christchurch in 1954. A new dock platform for electric trains to and from Lyttelton came into use in November 1954.

Meanwhile, the Government had decided to send two senior railway officers to the United States and Canada to study the latest trends in railway station design. The investigations carried out by these officers resulted in several important alterations being made to the plans.

To enable an early start to be made with the erection of the main building, it was decided to carry out construction in two stages. A contract for the first stage, consisting of the foundations and basement for the main block and east wing, was eventually let at the end of 1955 to the Wilkins and Davies Construction Company, and the work was completed about the middle of this year. The contract for the second stage – erection of the main block and east wing – was awarded in July last to P. Graham and Son Ltd.

Architects for the building are Messrs Gray Young, Morton, and Calder (Wellington), and the supervising architects at Christchurch are Messrs Manson, Seward, and Stanton.

Including all associated works such as platforms, yard re-arrangements, and resignalling, the total cost of the project will be in the vicinity of £2½ million.

The laying of the foundation stone was an historic and important occasion for the people of Canterbury. It was also a forcible reminder that the transport system of New Zealand could not function without an efficient railway service.

As Mr McAlpine said with confidence in his address before laying the stone: "As the roads become more congested, the railways will play an even greater part than in the past." ●

**ABOVE**

**From left: Mr A. T. Gandell (General Manager), Mrs McAlpine, Hon. J. K. McAlpine (Minister of Railways), Hon. W. S. Goosman (Minister of Works).**

**The Minister addresses the large gathering.**

**Mr McAlpine laying the foundation stone, aided by Mr J. W. Graham.**

*N.Z.R. Publicity Photographs.*

*This is the second of two articles contributed by Messrs W. V. Stephenson and L. G. Crawford, who went overseas earlier this year to study modern marshalling yard developments in other countries. In our last issue, beginning at page 72, Mr Stephenson discussed marshalling yards in Germany and Britain. Mr Crawford now takes over and gives their impressions of railways and marshalling yards in South Africa and France.*

# NEW ZEALAND RAILWAYMEN OVERSEAS

## Impressions in South Africa and France

The railways of the Union of South Africa have a route length about four times that of New Zealand. They have a well knit organisation with control over airway and harbour services as well as railway services. A large, well planned railway development programme was instituted some years ago and the seeds then planted are now beginning to bear fruit.

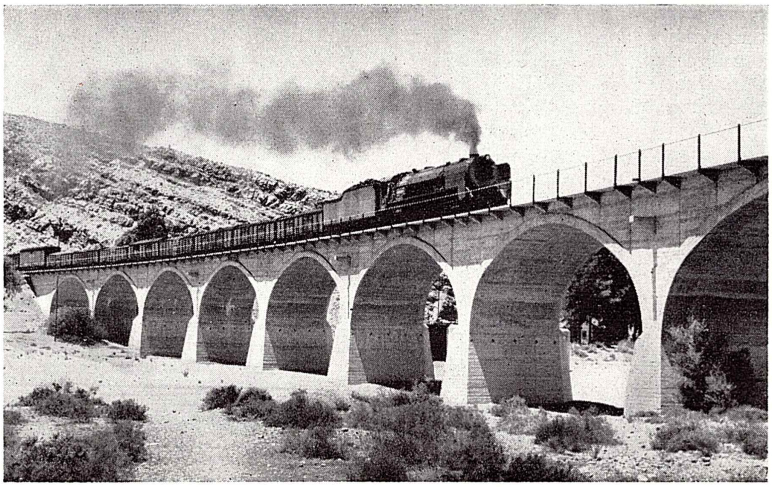
The country has great mineral wealth and the railways are keeping step with the development of industries which exploit it. The important immediate aim is to increase the carrying capacity of the railways. Duplications, deviations, regradings, electrification, strategically located new marshalling yards and other measures are designed to this end.

Station buildings in the Union are generally in keeping with the South African tradition, but the new station at Johannesburg, not yet completed, promises to be a magnificent structure. It is reputed to have a final cost of some £6,000,000. There will be much duplication of passenger facilities in line with the established principle of segregation of Europeans and non-Europeans.

Service to passengers both on trains and at stations is very good. Main stations have dining rooms and the more important trains have dining cars. Eating on the train or at the station is surprisingly cheap, the food is good and ample, and the service is excellent. Food preparation and serving are done exclusively by Europeans. Wines and other liquors are served both in dining rooms and on trains.

On overnight trains all compartments are sleeping compartments, but to have a bed made up is optional. If one so chooses, a "bedding ticket" is bought at the booking office and handed to the "bedding boy" on the train. He does the rest. The alternative is to sit up all night. Sleeping berths are comfortable and there is plenty of room, in contra distinction to some experiences on the Continent.

The extent of staff training on South African Railways is surprising. At Kaalfontein, not far from Johannesburg, there is a huge, modern, residential training school set in acres upon acres of lawn, garden, and playing fields. The main block is a fairy-tale building. You feel that you should move



**A typical South African freight train, hauled by a 178-ton 4-8-2 locomotive of Class "15F".**

*Photograph: Courtesy South African Railways.*

around on tip-toe. With its polished stone floors and walls, imposing columns, lofty ceilings, and grand staircases, it is hard to believe it is a railway training school. Room upon room is filled with classes – shunters, guards, drivers, firemen, clerks, and all the rest.

Practical work is done there too. A special building for practical training in train working contains a series of miniature station yards with working signalling and interlocking installations varying from the most primitive on the railway to the most advanced. Practical permanent-way work is similarly catered for in a large, spacious building where turnout construction is taught. Outside there is a length of track for relaying and for instruction of maintenance staff. A period of three months in residence is the usual time for staff attending instruction courses here.

The South African Railways administration is rapidly developing a system of mechanised track work. A group of officers studied mechanised track work in various European countries and in the United States last year and is now working on the task of introducing the system in South Africa. In a country where labour is generally considered to be cheap (by overseas standards) it seems a paradox that mechanised maintenance is regarded in South Africa as economical. South African track is already of a good standard and intensive mechanised maintenance is intended to improve this standard still further.

Goods rolling stock in South Africa is wider than in New Zealand and there is a greater proportion of bogie wagons to four-wheelers (called "shorts"). Couplings are generally of the automatic type. South African Railways insist, when marshalling trains, that bogie and "short" wagons be not mixed. This causes special difficulties in yards. Not only do the wagons have to go through the usual sorting processes, but there has to be an extra process to sort them into bogies and "shorts".

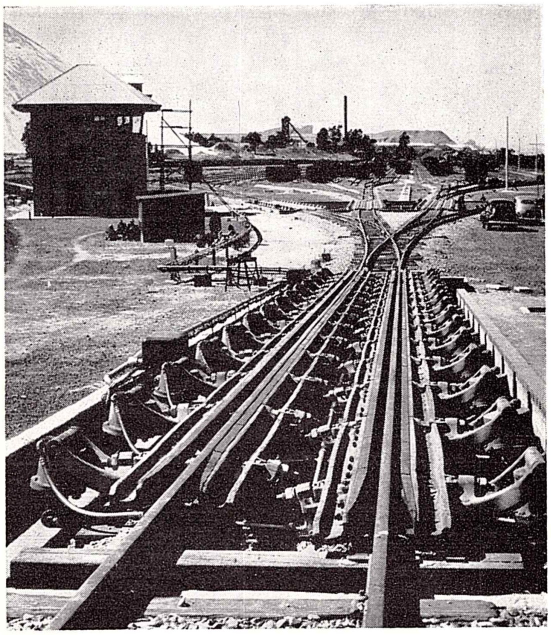
Freight train classification and marshalling facilities are being rapidly developed at key points to work traffic more quickly and more cheaply. At present, South Africa has only one mechanised yard (at Kazerne, near Johannesburg) but others are following. Earthwork is being done at Bloemfontein, and at Durban a large hump yard is operating, though not yet mechanised.

The Kazerne mechanised yard has equipment for automatically setting the routes for wagons passing down the hump, but the wagon retarders are manually controlled. The question of operating the retarders automatically is exercising the minds of South African engineers – as it is in other countries of the world.

One's introduction to France by way of Germany and Switzerland is at the three-nation station at Basle. Here the traveller from Germany passes out of the German Customs at the German station, travels on in his train a few hundred yards to the Swiss station, detrains and passes through Customs again to catch the train for Paris.

French railways are truly marvellous. An incident at Basle gives an introduction to their organisation. We had no hotel accommodation reserved in Paris before leaving Basle. We had arranged with Swiss Railways to ring Paris and make a reservation but had had no confirmation when we called on the stationmaster at Basle. But when we passed through the Customs to the French train, a card was handed to us giving the name of the hotel at which we would be staying and the address. Furthermore, the French Railways officer in charge at Basle met us on the platform and conducted us to a compartment on the train.

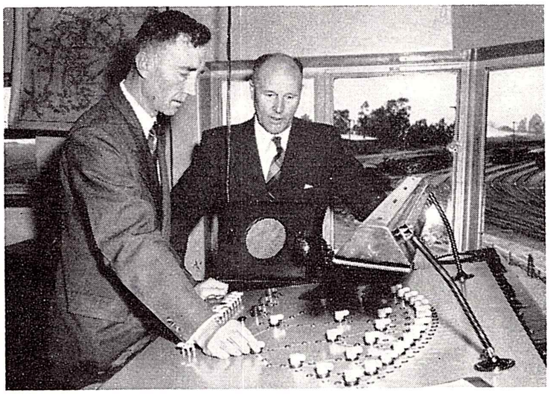
Paris has six main-line railway stations arranged on a circle. To change trains it may well be necessary



**TOP: Retarders on the hump, Kazerne marshalling yard.**

**BOTTOM: Messrs Crawford (left) and Stephenson (right) examine the route-setting panel, Kazerne control tower.**

*Photographs: Courtesy South African Railways.*



to travel half-way across Paris. Like other major cities of the world, Paris has an extensive underground railway system and the journey across the city on the "Metro" is little trouble. The Metro is very well sign-posted both above and below ground and, even for those with little knowledge of the language, there is little chance of taking the wrong train or making the wrong interchanges at junctions.

Activities in France centre on Paris and rail transport is no exception. Freight traffic does not pass through the city, but is arranged to pass around the outskirts. Hence some of the largest and most modern yards in France are found on the outskirts of Paris. The yard at Villeneuves - St. George, for instance, is one of the showpieces of French Railways. Besides the classification and marshalling facilities, large car and wagon workshops with modern equipment are located there.

Perhaps one of the most striking things about French Railways is the attitude to "housekeeping". The yards and repair depots are neatly kept. No disused material, nor tools, are left strewn about. Piles of new material for maintenance are neatly stacked and kept clean. The staff takes great pride, too, in keeping their quarters clean. For instance, on entering the control tower in Villeneuve yard, the first things one sees are pieces of carpet about a foot square. These are for visitors with dirty shoes. The thing to do is to step on to two squares and scuff around the highly polished floor of the control room. The visitor who should happen to drop cigarette ash on the floor is not highly regarded.

Villeneuve has fully automatic equipment for setting the routes for wagons down the hump. The system used is peculiar to France. It uses a number of steel balls (very like ball bearings) which drop vertically down a channel from contact to contact. Each ball represents a "cut" of wagons so that the pattern of moving balls in the glass-fronted panel is the pattern of movement of "cuts" over the hump. The system was invented by the Director of Engineering, French Railways, and is claimed to be cheaper and more easily maintained than the usual system employing relays.

The wagon retarders are manually controlled with considerable skill. In France, as elsewhere on the Continent, only one stage of mechanical retardation of wagons is used. In the United States and in the more modern British yards, two-stage retardation is more usual. Three stages are sometimes used in the United States.

In France, rail skids are used to give final retardation to wagons when they reach the classification roads. As in Germany, the skid operators (called "saboteurs") are highly skilled. French wagons generally have no hand brakes so use of rail skids is essential. Yard work is thoroughly organised and operations go very smoothly. Wagons accumulating in each classification road are recorded after each train is broken up and lists are revised after each departure.

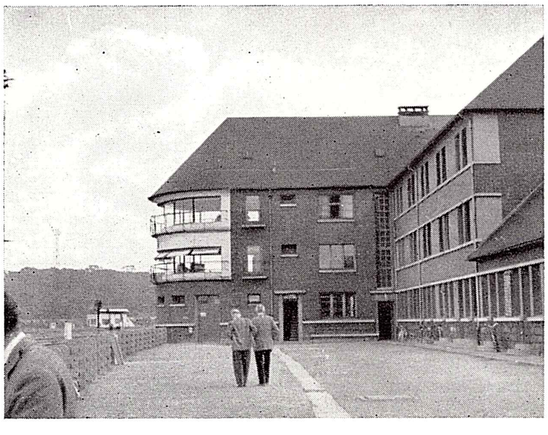
The normal standard of main-line track is unbedplated rail screwed to timber sleepers, but now there are long distances laid with more modern "elastic" track, having rails on rubber pads on special concrete sleepers and with fastenings designed to allow movement within limits. Track maintenance is of a very high standard. Measured shovel packing is used extensively. French engineers are aiming now to lay down track with long welded rails which will be maintenance-free for at least five years. An achievement like this would be of resounding advantage and the progress of the experiments will be watched with interest by railways everywhere.

Passenger trains in France on the highest class of main line travel at high speed. From Paris to Dijon, a distance of 195·3 miles and the first stage of the 536-mile journey to Marseilles, the fastest trains take only 146 minutes (80·3 m.p.h.). A speed of nearly 90 miles an hour has to be maintained nearly all the way.

The geographical situation of Dijon makes it a logical point for the classification and remarshalling of trains. The yard at Gevrey, near Dijon, is the most modern in France.

French railways are prominent amongst world railways in the investigation of railway problems and in large-scale experiment. They are never satisfied with things as they are, but are always probing and searching for better and cheaper ways of operating and maintaining the system. Where study has shown that an improvement is necessary and economic, they have not hesitated to embark on schemes which they are confident will keep the railways in the fore-front of transport organisations in France.

The strongest general impression with which we have been left after this tour is that railways in South Africa, Germany, France, and Britain are facing their challenges with determination and vigour. The railways are vital forces in the economic and social lives of the communities. In many instances, in the face of intense competition, they have left their defensive positions and are moving rapidly to the attack with their forces deployed in strength ●



**LEFT: Administrative offices and control room, Acheres marshalling yard, France.**

*Photograph: W. V. Stephenson.*

# WHAT THEY SAY ABOUT THE RAILWAYS

## ENGLISH VISITORS LIKE RAILWAY PIES

IN most English-speaking countries the meat pie has always been the butt of cartoonists, writers, and music-hall comedians – indeed, it has become almost traditional to joke about the contents of a pie, and to make guesses as to its probable age.

It is therefore a pleasure to be able to place on record a tribute to the New Zealand railway pie. This tribute was expressed by two English visitors, Mr and Mrs H. E. Netherclift, of Sussex, who recently made their second visit to New Zealand.

On their first visit, in 1952, Mr and Mrs Netherclift were delighted with the delicious meat pies they tasted at the Oamaru station refreshment room. A few weeks ago they decided to try them again, and found that the pies "tasted every bit as good – in fact, the best in the world" ●

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## RAILWAYS "UNJUSTLY MALIGNED"

BEFORE returning to England last month at the end of his three years' term as Conductor of the National Orchestra, James Robertson had a few words to say about various aspects of life in New Zealand.

Mr Robertson admired the thought and energy that had gone into the creation of great public works projects, including networks of railways, in New Zealand's "awkward" topography.

"I doubt if people know how lucky they are," he said, "because this is actually a motorists' paradise, and I think the railways too are unjustly maligned."

We can only add that Mr Robertson should know what he is talking about. During his three years' conductorship of the National Orchestra, he probably did more travelling by rail throughout this country than the average New Zealander does in a lifetime.

Thanks, Mr Robertson, for your kindly thoughts ●

**James Robertson, former Conductor, National Orchestra.**

*Photograph: Courtesy Evening Post.*

## ANOTHER LOCOMOTIVE TRAINEE COURSE

SPECIAL induction courses for newly appointed locomotive trainees promise to become an established feature of the Department's staff-training system. Since the initial experimental course was held at Taumarunui in March last, another course has been held at Dunedin, and at the time of writing yet another is planned for Greymouth.

The Dunedin course, held in October, provided two weeks' training for a group of ten selected locomotive trainees. The school was conducted by Mr L. Crumpton, Mechanical and Signals Training Officer, assisted by Mr E. Stent, Staff Instructor.

The trainees were given a sound basic knowledge of their future duties, including all aspects of locomotive operation and signalling. Films were screened, and lectures on safety given. Highlight of the course was a ride to Palmerston and back in the cab of a "Dh" class diesel locomotive. This journey gave the trainees an opportunity to obtain practical knowledge of signals, supplementing what they had already learned at lectures.

The ten youths were drawn from all walks of life. One had been an insurance office employee, another a rabbit shooter, and two had been deerstalkers ●

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## CADET RECRUITMENT

ALTHOUGH the recruitment of cadets throughout the year has been encouraging, and an improvement on the figures for recent years, it is felt that with a more lively interest by all members of the staff the results could have been even better.

The General Manager thanks all who have actively assisted with recruitment during the year and makes a further appeal to every member of the Service to co-operate in overcoming the chronic problem of cadet shortage.

There is no better method of recruitment than the personal approach of a railwayman, so, if you know of a suitable lad who is leaving school at the end of the year, why not have a talk with him and suggest a cadetship in the Department? A cadet joining the Service today will have an unrivalled career opportunity ●

# RAILWAYMEN IN THE NEWS

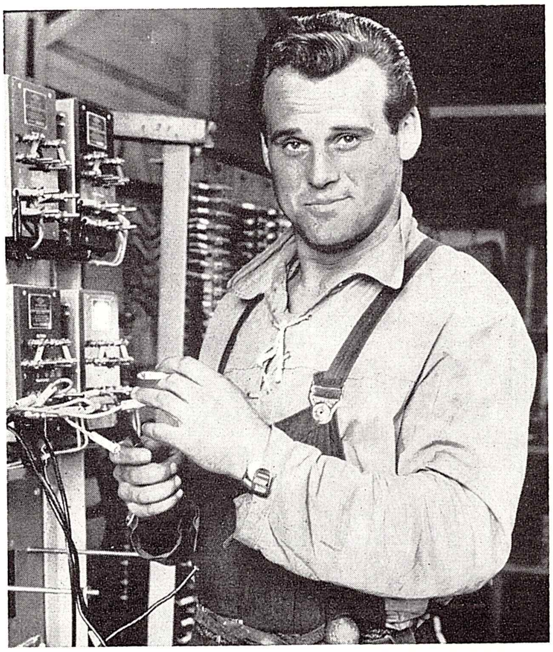
## CHAMPION

ZOLTAN Mako has good reason to look pleased. In October he won the middle-heavy section of the New Zealand Weightlifting Championships, held at Wellington, with a lift of 754 lb.

A temporary signal erector at the Kaiwharawhara (Wellington) signals workshops, Mr Mako joined the Railways Department in May this year. He is engaged in the wiring of prefabricated relay racks, and has taken part in the installation of prefabricated signal equipment at outlying stations. At present he is undergoing training to qualify as an electrician.

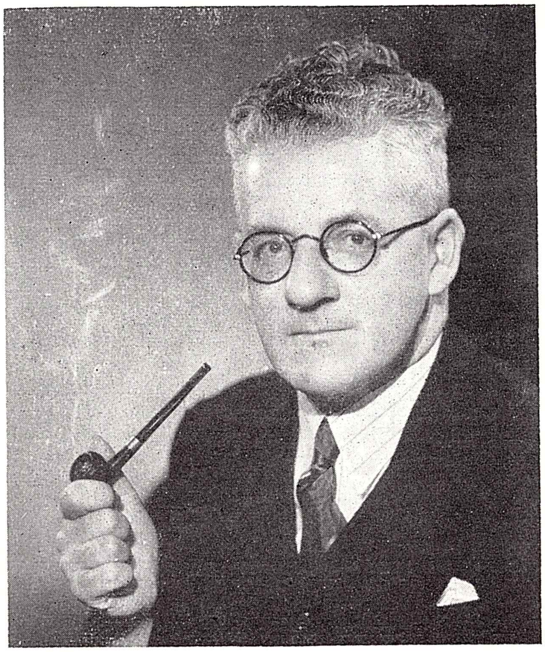
Mr Mako was born in Hungary 25 years ago. He came to New Zealand earlier this year.

According to Wellington's *Sports Post,* Mr Mako is lifting better than he did in Hungary, and his lean, well muscled physique is well suited to fast lifts ●



*Photograph: Courtesy Sports Post.*

**ACCIDENT PREVENTION**
**IS BETTER**
**THAN**
**ACCIDENT TREATMENT**



## RAILWAY HISTORIAN

MANY readers will recall that the work of Mr W. W. Stewart in the field of locomotive and railway historical research was reviewed in the March-April (1955) issue of the *Staff Bulletin.* At that time it was stated that Aucklander Bill Stewart had never been a railwayman.

Since then, Bill Stewart has achieved a life-long ambition – he has joined the Railways Department. A serious illness made it necessary for him to relinquish his former position as manager of a large Auckland photographic laboratory, and he is now a member of the Department's Publicity and Advertising Branch at Wellington.

In his new position, Mr Stewart is engaged on historical research work and duties connected with the Department's extensive photographic reference library.

Commenting on Mr Stewart's move to Wellington, the *Auckland Star* said: "He will be taking with him to Wellington his collection of railway photographs, newspaper clippings, and magazines, and this is a distinct loss to Auckland."

Last year, before his illness, Mr Stewart had the pleasure of seeing his name on the cover of an attractive new book, *Cavalcade of New Zealand Locomotives.* Mr Stewart supplied many rare photographs and a great deal of information for use in this popular book, which was written by his friend, Mr A. N. Palmer, of the Publicity and Advertising Branch ●

# OVERSEAS RAILWAYS

## (10) INDONESIAN STATE RAILWAYS

PRIOR to 1942 the railways of Java, principal island of what were then the Netherlands East Indies, but now comprise the Indonesian Republic, were noted for their operation of the fastest trains in the world on 3 ft. 6 in. gauge tracks. Between Batavia (now Djakarta) and Soerabaya, two express trains daily each way, one daytime and one overnight, covered the 512 miles in 11½ hours, including ten intermediate stops. Average speeds from start to stop in some instances were as high as 51 m.p.h. These trains were composed of air-conditioned stock with dining and sleeping cars. They were hauled by three-cylinder Pacific type steam locomotives with 5 ft. 2 in. diameter driving wheels.

During the Japanese occupation, much of the equipment and rolling stock was removed to Malaya and Siam. The subsequent political disturbances, culminating in the establishment of the Republic of Indonesia in August 1950, delayed the work of restoring the system, and shortage of capital funds has also been a problem. Nevertheless, good progress has recently been made and heavy traffic is once again being carried, as is shown by the figures quoted below. The population of Indonesia is estimated at about 80 million.

Introduction of diesel-electric locomotives in 1954 marked a beginning with modernisation, and many more diesels are now being obtained. Mr Pranoto, an Indonesian railway officer who recently returned to Java after several months in New Zealand studying railway operation under the Colombo Plan, tells us that early next year all trains to and from Bandung, the capital, will be run by diesel engines. We are indebted to Mr Pranoto for much of the information, corrected to December 1955, on which the following notes are based.

### EXTENT OF THE SYSTEM

**Route Milage Worked:** 3,414 miles of 3 ft. 6 in., 317 miles of 2 ft. 5½ in., and 57 route miles of 1 ft. 11⅝ in. gauge line.

**Route Milage Electrified:** 55 miles of 3 ft. 6 in. gauge line, on the 1,500-volt D.C. system with overhead current collection.

**Locomotives:** 914 steam, 27 diesel-electric, and 13 electric on the 3 ft. 6 in. gauge; 53 steam on the narrow-gauge lines.

**Coaching Stock:** 2,120 passenger coaches, 59 electric motor-coaches, 42 electric trailer coaches, and 534 baggage and mail cars (3 ft. 6 in. gauge); 134 narrow-gauge passenger cars.

**Goods and Livestock Wagons:** 17,038 goods, 564 livestock, 3,070 service, and 1,023 privately owned wagons (3 ft. 6 in. gauge); 259 goods, 44 livestock, 67 service, and 3 privately owned wagons (narrow gauge).

### TRAFFIC (YEAR 1955)

**Passengers:** 145,701,000 journeys, averaging 21 miles in length.

**Goods and Livestock:** Revenue-earning traffic amounted to 5,353,000 tons hauled 105 miles. Non-revenue traffic amounted to 2,015,000 tons hauled 50 miles. Principal commodities conveyed include sugar, rice, tea, coffee, copra, tobacco, and rubber.

### ITEMS OF INTEREST

**Running-track Milage:** There are 111 miles of double line, all in Java.

**Weight of Rails:** From 40·4 to 83·7 lb. per yard on 3 ft. 6 in. gauge lines. Lighter rail is used on narrow-gauge lines.

**Maximum Axle Loadings:** 13½ tons on main lines.

**Maximum Authorised Speeds:** Generally 56 or 62 m.p.h. on main lines.

**Maximum Altitude Attained:** 4,088 ft., near Garut in Java.

**Steepest Gradients:** 1 in 25 on main lines.

**Sharpest Curves:** About 7½ chains radius.

**Typical Locomotives:** 100 2-8-2 mixed-traffic steam locomotives with 8-wheel tenders; 122 tons total weight; 72·5 tons engine weight; adhesive weight 50·6 tons; two outside cylinders 19·75 in. by 23·6 in.; coupled wheel diameter 4 ft. 11 in.; grate area, 37·5 sq. ft.; heating surface, 1,824 sq. ft.; superheating surface, 643 sq. ft.; working pressure, 227 lb. per sq. in.; nominal tractive effort at 85 per cent. working pressure, 30,000 lb.; built in Germany in 1951–52. (Fifty burn oil, and 50 burn coal.)

27 1,200 h.p. Co-4-Co type diesel-electric locomotives, 96 tons total weight, adhesive weight 72 tons (so designed that, when track and bridge structures are strengthened and the centre bogie is removed, a 92-ton Co-Co locomotive with a 15½-ton axle loading will result); Alco 12-cylinder V engine; top designed speed 62 m.p.h.; supplied in 1954 by General Electric (U.S.A.).

35 950 h.p. G8 diesel-electric locomotives geared for speeds up to 68 m.p.h. were ordered from General Motors (U.S.A.) late in 1956 ●

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## NEW LUGGAGE LOCKERS FOR WELLINGTON RAILWAY STATION

EIGHTY-FOUR new luggage lockers were recently installed in the main concourse at Wellington railway station, bringing the total number in use to 124.

Coin-in-the-slot lockers for storing passengers' luggage, introduced to Wellington last December, have proved so popular that the original forty are no longer adequate to meet the needs of travellers. It is estimated that each of the original lockers was used two or three times daily.

The new lockers are being installed at the eastern end of the station concourse, in the vicinity of the luggage-room counters and handy to the main arrival platform ●

## TAWA FLAT - PLIMMERTON DUPLICATION

WITH the Tawa Flat - Porirua section of this duplication nearing completion, construction of the new earthworks between Porirua and Paremata is to be put in hand. Satisfactory boring and piling tests have been carried out at the site of the new double-track bridge to span the Paremata inlet ●

# A Thought For Christmas

*Based on a painting by Vincent Gulse for the National Safety Council,*
*Art work by Eugene Trifonoff, Wellington.*

DEPENDENT ON YOUR SAFETY
IS THE SAFETY OF YOUR DEPENDANT

R. E. OWEN, GOVERNMENT PRINTER, WELLINGTON, NEW ZEALAND—1957

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